

# **2009 Council Sidewalk Committee**

## **Meeting Memoranda**

13 October 2008

•

27 October 2008

•

17 November 2008

•

02 December 2008

•

16 December 2008

•

30 December 2008

**Common Council Sidewalk Committee**  
**13 October 2008, 4:30 p.m.**  
**McCloskey Room, Room 135**  
**Showers City Hall, 401 North Morton Street**

**Memorandum**

***In attendance:***

**Committee Members:** Isabel Piedmont-Smith, Chris Sturbaum & Brad Wisler

**Staff:** Steve Cotter (Parks and Recreation), Joe Fish (Planning), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Public Works) & Dan Sherman (Council Office).

**Public:** *None*

**1. Preliminary Matters**

After introductions, the Committee took the following actions:

- elected Councilmember Sturbaum to serve as chair;
- directed the Council Office to prepare a record of the proceedings; and
- approved the Memorandum for 28 January 2008 Debriefing Meeting.

**2. Funding for 2009**

Sherman reviewed the funding for Council Sidewalk projects in 2009. The funding includes:

- \$225,000 from Alternative Transportation Fund (ATF). The Committee heard from Wykoff about pending traffic-calming projects, which are subject to Neighborhood Traffic Safety Program (NTSP) procedures and are also funded from the ATF. He mentioned projects that should come forward in 2009, which include Diamond Gardens and West 7<sup>th</sup> Street, and projects that are just starting, which include South Maxwell Street between Hillside and Miller Drive, and South Muller Parkway (next to Longview Mobile Home Park south of West 3<sup>rd</sup> Street and Johnson Avenue). Wykoff explained the latter project in the context of future City plans.  
In response to Committee questions, Wykoff indicated he contacts the Council district representative for each project because the NTSP procedures require a member of the Council to sponsor them. He also indicated that next year's projects do not entail speed tables or bumps, which he considers devices of last resort. The Committee approved setting aside \$20,000 of ATF for traffic calming in 2009.
- \$125,000 from the Utilities Department for the stormwater component of Council Sidewalk projects in addition to unspent funds from previous years. According to an email from Fleig, the unspent funds amounted to about \$26,186 and the Committee suggested that Wykoff to go over this accounting with her.

**3. Recently Completed and On-Going Council Sidewalk Projects**

Wykoff gave a status report on last year's recommendations:

- **East 5<sup>th</sup> from Hillsdale to the dead-end just west of SR 45/46 (south side) - Completed.** He recounted the design work and partial construction of sidewalks on two corridors through Green Acres: 5<sup>th</sup> from Union to the dead-end near SR 45/46 and Jefferson from 3<sup>rd</sup> to 10<sup>th</sup> Street. The stormwater component affects sidewalk projects in two ways: first, it adds costs that sometimes dwarf the cost of the sidewalk; and second, it dictates that the project start at the downhill side of the project. This project went forward, in large part, because CBU wanted to address some stormwater concerns in the area and took on the storm water improvements as one of its capital projects. The contractor costs amounted to \$369,000. The CBU set aside amount will need to be confirmed. The project extends one lot west of Hillsdale. The Committee discussed the east/west bicycle and pedestrian connection via the future tunnel under SR 45/46 at 7<sup>th</sup> Street and whether connections for this area would be a higher priority than 5<sup>th</sup> Street given the existing sidewalk on 7<sup>th</sup>.
- **Marilyn from Nancy to High Street (south side) – Not Completed.** Wykoff recounted that this is part of a bicycle and pedestrian connection from Bryan Park

to Covenanter. Sidewalks have already been installed on Circle Drive, Ruby Lane and Nancy Street. Previously, the Committee understood that the Greenways appropriations were to pay for Marilyn along with the CBU set aside for stormwater. However, sidewalk projects are no longer funded under the amended Greenways Plan. Wykoff suggested that the reimbursement from 17<sup>th</sup> and Fee Lane improvements could be used to fund this project.

He reviewed the evolution of the project which has changed over the years and after many meetings the neighbors. An alternate route along Ruby Lane, for example, was considered but not selected last year because of its expense and character as a stormwater project. One change is that the stormwater that currently flows north between two lots to a culvert would now be piped along the roadway and released on the east side of High Street. The project would also reduce the turning radius at the north east corner of Covenanter and High Street and cost about \$189,000. He said there is not enough money to fund it this year and that the amount needed will be known once he gets current expenditures from Fleig.

- **East 2<sup>nd</sup> from Woodcrest east for one parcel (north side) – Expanded Scope – Completed.** This was a small, one-parcel, project at the north east corner of Woodcrest and Second Street which was expanded during construction to include the southwest and northwest corners of the intersection where ramps were installed and the turning radii were reduced, among other changes. The expanded scope of the project added another \$38,000 to this \$34,300 project which was funded by both the ATF and the CBU stormwater set aside.
- **Henderson from Allen to Hillside (west side) – To be Completed with Other Funds.** Last year the Committee recommended using \$3,667 and any remaining ATF funds for design of this project. The project will be primarily funded by a \$250,000 Safe Route to Schools grant, \$79,000 from CDBG and about \$300,000 from Greenways and should be completed in 2009. There will be no need to use more ATF monies for this project, but about \$20,000 of ATF monies was applied to this project rather than another project further south on Henderson and should be recouped in some manner for other ATF projects.
- **Henderson from Moody to Thorton (east side) – Not Completed.** This project was requested by MCCSC, a resident and Planning last year, but not begun because of a lack of funding. The estimated cost is about \$72,735, which would be allocated between the ATF and CBU, after working out the apportioning with CBU. Woolford offered help with material costs.
- **High Street across from Childs School (west side) - Completed.** This small school-related project was completed this year for about \$22,362.
- **West 17<sup>th</sup> from Lindberg to Arlington (south side) - Completed.** This project included donations of right-of-way and contributions from a developer which brought costs down to about \$39,000 plus and additional \$7,000 for storm water.

#### 4. **Schedule Future Meetings.**

Sherman outlined future deliberations, suggesting that the next meeting be spent discussing criteria and objective factors developed by Planning. Planning has applied these objective measures to our backlog of projects. Then the Committee could go over the backlog of projects with Planning's application of the criteria in mind. Committee members were asked to provide their requests by the end of the week. Staff will provide better numbers on this year's expenditures before the Committee makes its recommendations. In scheduling meetings, Sherman recommended holding fewer, longer meetings rather than more, shorter meetings. The following dates were set for the next two meetings:

- Monday, October 27<sup>th</sup> at 4:30 p.m.
- Wednesday, November 13<sup>th</sup> at 4:30 p.m.

#### 5. **Adjournment:** 5:50 p.m.

**Common Council Sidewalk Committee**  
**27 October 2008, 4:30 p.m.**  
**McCloskey Room, Room 135**  
**Showers City Hall, 401 North Morton Street**

**MEMORANDUM**

***In attendance:***

Committee Members: Dave Rollo, Isabel Piedmont-Smith, Chris Sturbaum (Chair) & Brad Wisler

Staff: Joe Fish (Planning), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Public Works), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).

**I. TOWARD OBJECTIVE, PRIORITIZED CRITERIA**

At the 2008 Committee's last meeting (28 January 2008), the group discussed how to improve the deliberation and funding process. The most salient suggestion was to move to more objective rating system whereby the Committee can compare the relative priority of each project and can better link funding to need. In response, the Planning Department developed an objective analysis methodology that integrates the Sidewalk Committee's criteria for selecting sidewalks: 1) safety; 2) roadway classification; 3) pedestrian usage; 4) proximity to destination points; 5) linkages and 6) costs/feasibility.

**II. METHODOLOGY & FINDINGS**

Scott Robinson and Joe Fish of the Planning Department described Planning's approach to rendering the criteria objective:

**A. Methodology**

Planning used two analytical tools to generate its analysis:

- 1) A web-based tool known as "walkscore" ([www.walkscore.com](http://www.walkscore.com)) was used to determine the potential each location has to foster walking or how walkable an area is. This score indirectly factors in the pedestrian usage, proximity to destination point and linkages criteria.
- 2) A scientific planning tool called the *Pedestrian Level of Service* (PLOS). This tool is used by many planners throughout the country to assess sidewalk projects from a user's perspective and may be helpful to the Sidewalk Committee in ranking existing projects. This modality incorporates statistically-significant roadway classification and safety variables. (the Committee's first two criteria). *See* below table *Application of Emerging Objective Factors*.

**B. Findings**

The analysis rendered by the Planning Department has three main components:

- 1) Existing Conditions;
- 2) Potential Benefits of Adding a Monolithic Sidewalk; and
- 3) Potential Benefits of Adding a Separated Sidewalk.

The analysis gives the Committee possible scenarios to examine (no build, monolithic, separated) in evaluating each project proposal.

### Council Sidewalk Criteria – Application of Emerging Objective Factors

Criteria	Elaboration	Plan Department's Effort to Create Objective Factors
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/ subdivision streets.	
		This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.  1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	Walk Score
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to elementary schools, Indiana University, shopping opportunities and parks/ playgrounds.	
		This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn't account for demographic factors.  0 (Car-Dependent) – 100 (Walkers' Paradise)
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	
6. Costs/Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	Project Costs were based upon \$25/lineal foot for a monolithic sidewalk and \$50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).

### III. APPLICATION OF ANALYSIS TO PROJECTS

Per the Committee's request, Joe Fish and Scott Robinson analyzed each of the projects enumerated on the Committee's *Table of Deliberations*. Robinson made clear that this is the department's first attempt – the methodology can be refined to address other Committee concerns.

- Robinson pointed out that *Public Works* has also been engaging in a qualitative analysis of sidewalks. The Committee could examine both analyses together to discern what to address first.
- Robinson stated that there are also other ways to refine the analysis. For example, an area with a greater potential for high density, mixed use might be weighted higher, as might be a corridor along a transit route.
- Fish made clear that the above is an attempt to translate criteria into an algorithm. The “linkages” and “costs” criteria are more challenging to translate. Know that this table is Planning's first cut at objectivity; this system can be changed and tweaked to better satisfy the priorities of the Committee.
- Robinson pointed out that this sort of analysis moves toward replacing the PedShed Map.
- Robinson stated that the greatest value of the chart is to subject each proposed project to a common analysis, so that projects might be ranked more objectively.

- Robinson pointed out that when these projects were analyzed in a monolithic sidewalk scenario, the analysis changes. Robinson suggested taking the “top 10” projects as so as to not take the great amount of time it has, in the past, to deliberate.
- Rollo inquired if the algorithm accounts for density. Robinson responded that it does not, but could be refined to account for such. Robinson also cautioned that there may be areas that are remote, but not otherwise served.
- Wisler inquired if Planning came up with its own destination points or if it used those tracked by Walkscore. Robinson responded that Planning relied on Walkscore’s destination points.
- Wisler pointed out that, to the extent that we are considering proximity to shopping, schools, etc., we should also consider proximity to places of employment, since many of our employment sites are accessible only by automobile.
- Sturbaum asked about the relationship between rating and PLOS – there are many destinations to which people do not walk. Fish responded that the logic is, if we have a better pedestrian infrastructure, we would see a higher pedestrian usage.

#### IV. **REVIEW OF THE “TOP TEN”**

Robinson suggested that one way to approach this year’s sidewalk analysis is focus the Committee’s time by reviewing first the “top 10” ranked projects so as to foster efficient deliberations. The Committee agreed to start with the “top ten.”

- East 3<sup>rd</sup> from Bryan to Hillsdale – (Rank #1)  
*The “East 3<sup>rd</sup> from Bryan to Hillsdale” is a supercategory that includes the following segments, all of which were ranked #1 using Planning’s system.*  
 3<sup>rd</sup> – East of Bryan  
 3<sup>rd</sup> – east of Hillsdale (in front of chiropractor)  
 3<sup>rd</sup> – in front of TraveLodge  
 3<sup>rd</sup> – west of Overhill to east of Sahara Mart  
 3<sup>rd</sup> – west of Roosevelt to Hillsdale  
  
 Piedmont-Smith offered that the project ranks high because there are bits of sidewalk encouraging people to use the rest of the side of road as a make-shift sidewalk.
- 11<sup>th</sup> Street from Washington to Lincoln (Rank #5)  
 The 2008 Sidewalk Committee voted to shelve this project as the neighborhood did not support it. Wisler inquired of the traffic speed in this area. Wykoff responded that the area is both low-speed and low use.
- Kinzer Pike north of 17<sup>th</sup> to existing sidewalk near apartments (Rank #7)  
 Wisler stated that this is a priority for him. This is a missing link -- an area that is used by pedestrians and would connect with existing sidewalks all the way into downtown on the south and almost all the way to the Marsh on the north. Bloomington Transit (or IU?) just cut two trips/day from this route.

In December 2007, this project was estimated at \$72,625 (no real storm water issues). Sherman mentioned that Kirk White brought up this request a number of years ago.

Wykoff mentioned that right-of-way is scarce here—the City would have to acquire some driveways. A number of houses are owned by the same company and are for sale now; this may or may not make it easier to acquire right-of-way.

Sturbaum mentioned that people may be willing to donate right-of-way in exchange for the sidewalk and suggested the City pitch the project that way. Piedmont-Smith agreed.

Wisler mentioned if some properties are rentals, the presence of a sidewalk might help rent those structures.

Wisler also pointed out that there is not a stop sign from the 17<sup>th</sup> to the bypass and that this stretch is all downhill, so people pick up speed -- despite the 35 MPH posting.

- 17<sup>th</sup> – Madison to Woodburn (Rank #9)

Recall, that the Planning Department recommended the Committee fund this project.

380' section of sidewalk missing from the south side of the street just east of Madison to Woodburn. Pedestrians currently walk in the eastbound lane of 17<sup>th</sup> to access a Bloomington Transit stop near Woodburn or to other destinations along this corridor. This is an area dense with students, many of whom park on Madison and use the area as a *de facto* “park and ride” space. Last year, the project was estimated at \$265,614.86; most of the cost is due to stormwater.

Sherman inquired if the City has funded sidewalks in front of commercial entities with the Alternative Transportation Fund. Wykoff replied, “no,” nor are commercial entities usually allowed to participate in the sidewalk replacement program.

- Union – 4<sup>th</sup> to 7<sup>th</sup> (Rank #8)

Recall previously-stated need, “Union is a very busy street and cars travel fast down the downhill stretch from 3<sup>rd</sup> to 7<sup>th</sup>. Pedestrians tend to walk in the street because there is a sidewalk on the east side from 3<sup>rd</sup> to 4<sup>th</sup>. It is likely that property owner (Jack Liese who owns 6 of 14 properties along this stretch) would donate the right-of-way for all of his properties along Union for this project (per communication *via* Tim Mayer). There is a curb in place at 4<sup>th</sup>, 5<sup>th</sup> and 7<sup>th</sup> and Union; there is no 6<sup>th</sup> Street in this section of Union.”

Rollo mentioned that some well-placed cross-walks would be a good idea.

Woolford advised that if sidewalks are on both sides of the street, people will still have to cross the street.

## V. NEXT MEETING

The group agreed to schedule its next meetings *via* e-mail.

## VI. ADJOURNMENT

The Committee adjourned at 6:00 pm.

**Common Council Sidewalk Committee**  
**17 November 2008, 4:30 p.m.**  
**Council Chambers**  
**Showers City Hall, 401 North Morton Street**

**MEMORANDUM**

***In attendance:***

**Committee Members:** Dave Rollo, Isabel Piedmont-Smith, Chris Sturbaum (Chair) & Brad Wisler

**Staff:** Joe Fish (Planning), Jane Fleig (Engineer, Utilities), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Public Works), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).

**I. MEETING OBJECTIVE**

Sturbaum stated that the goal for the meeting is to come up with a list of “top ten” of sidewalk projects that warrant cost estimates.

Sherman offered that at the Committee’s last meeting, it reviewed the “top ten” list of projects as discerned by Planning’s evaluative tool and decided to drop the 11<sup>th</sup> Street project from the list, as the neighborhood does not want a sidewalk.

**II. PRELIMINARIES**

**Blue Ridge Update**

Sherman informed the group that he’s obtained permission from the Blue Ridge neighborhood to reproduce their packet of sidewalk concerns. Wisler pointed out that the Blue Ridge document really is like a general assessment of sidewalks in the neighborhood, rather than a request for particular projects.

Woolford offered that many of the Blue Ridge concerns are with (dis)repair of sidewalks. Most usually, the City does not engage in sidewalk repairs; instead it requests that adjacent property owners pay for the repair. Wykoff offered that the property owner pays directly to the contractor. An average sidewalk repair costs between \$300 and \$400. Piedmont-Smith suggested that the Committee send the neighborhood a letter advising them of the process.

Wykoff pointed out that the rule outlining the responsibility for maintaining, repairing and replacing sidewalks as well as relevant contact information can be found on-line at: [http://bloomington.in.gov/documents/viewDocument.php?document\\_id=1806](http://bloomington.in.gov/documents/viewDocument.php?document_id=1806); This is largely a complaint-based system.

Sherman agreed to inform Blue Ridge of the Sidewalk complaint and inventory program.

**III. OTHER PROJECTS**

**A. S. Rogers**

Piedmont-Smith brought up the need for a sidewalk along south Rogers. The Committee has monitored but not funded this project for a number of years. Justin reviewed current plans for improvement. The project continues all the way down to Watson. This project has Public Works and Greenways funds. Wisler pointed out that the sidepath on Country Club Road will connect.

## B. Southdowns

Rollo mentioned that he is concerned with the lack of the promised Southdowns pedestrian way. This is an unfinished leg of the Mitchell-to-Ruby sidewalk project. The current sidewalk was installed in 2003 and the balance of the walk was to be installed “in house” but the leg has not yet been completed because of some stormwater concerns.

Rollo suggested that, since the completion of this project appears to be a long way in the future, in the short-term, perhaps the City could paint a stripe along the side of the road to demark a pedestrian way.

Rollo inquired if this sidepath was in the *Bicycle and Pedestrian Transportation and Greenways System Plan*. Robinson responded that it is not.

## IV. CITIZEN REQUESTS

Sherman re-emphasized that the goal of today’s meeting is to narrow down list. The universe of projects for consideration include: the 28 projects analyzed by Planning; three projects added by Councilmembers; and, citizen requests. The Council Office has received five sidewalk requests from citizens. Sherman reviewed the citizen-requests as follows. Comments on citizen projects are prefaced by a “►” icon.

<b>Covey Lane</b> Miller Drive to Deadend (east) (Mr. Stallings – 2008)	<b>Need:</b> Mr. Stallings submitted this request for consideration in 2009 saying that there are missing links of sidewalks and gutters on Covey Lane. ► Sherman stated that this is a dead-end street with little traffic ► Woolford stated that this project would be expensive
<b>Miller Drive</b> Henderson to east of Huntington Dr (north for four blocks and south for one block) Ms. Markum – 2008)	<b>Need:</b> Jenn Markum e-mailed the Council Office requesting that the Committee consider completing missing sidewalks on the north side of Miller Drive from Henderson to Huntington and the south side for one block east of Huntington. She noted that pedestrians would have to cross this busy street in order to keep on a sidewalk when going to the YMCA. ► Rollo pointed out that, while this project would be nice to complete, the area is not inaccessible. Traffic is not excessive. ► Sturbaum stated that since one of the Committee’s priorities is linkages it might be nice to get an estimate ► Piedmont-Smith requested a Walkscore and PLOS for this project. Henderson to Huntington. And between Huntington and Olive. Wykoff would suggest that the south side would make more sense.
<b>Fairview</b> Allen to Wylie McDoel N.A. (2008)	<b>Need:</b> Elizabeth Cox-Ash made this request to the HAND department in context of a Neighborhood Improvement Grant. Bob Woolford responded by saying new sidewalks were not an eligible use of the above grant. He noted that it would be expensive given the 1300’ length. ► Piedmont-Smith said this is not a high priority. Madison is not a very heavily travelled. Fish pointed out that a 8-foot connector path between Madison and Patterson to the dead end is being discussed.
<b>Madison Street</b> Dodds to Patterson McDoel N.A. (2008)	<b>Need:</b> Elizabeth Cox-Ash made this request to the HAND department in context of a Neighborhood Improvement Grant. Bob Woolford responded by saying new sidewalks were not an eligible use of the above grant. He noted that it would be expensive given the 1200’ length.  ► Woolford – HAND canvassed the area about 8 years ago, only one homeowner wanted this sidewalk, the others did not.
<b>Highland Village</b> General Request (Mr. Sommers – 2008)	<b>Need:</b> Mr. Sommers emailed the Council Office characterizing Highland Village as an under-served neighborhood, half in and half out of the City, with many streets without sidewalks and no safe way to take a bicycle to town. ► Fish stated that this is a problematic area. A joint City-County MPO study in 2007 addressed how to get across SR 37. A solution needs the buy-in of both INDOT and the MPO.

## **V. REVIEW OF “TOP NINE” PROJECTS FOR ESTIMATE**

The Committee requested estimates for the following nine proposals:

- 1) Third Street (Roosevelt to Clark) (north side)
- 2) Third Street (Clark to Hillsdale) (north side)
- 3) Kinser – north of 17th to Blackwell Apartments (east side)
- 4) 17<sup>th</sup> (Madison to Woodburn) (east side)
- 5) Kinser Pike from SR45/46 to existing sidewalk to the south (west side);
- 6) Moores Pike (from Andrews Circle to Sare Road) (south side);  
Rollo mentioned that pedestrians feel “marooned” and cannot get across Moore’s Pike to College Mall, the movies, the grocery store, etc. Topography is hazardous. Rollo mentioned that Rick Harbaugh and neighbors are interested in this project and may be willing to help fund in part.
- 7) South Madison Street from 3<sup>rd</sup> Street to High Speed Tire (east side);  
All mentioned this space looks run down, but the owner of High Speed does not have the money to fund it. Wykoff mentioned that this project may also warrant raising the curb a bit.  
-- Sherman pointed out that this project is actually a repair and not construction. If the Committee funds this project, it is setting a precedent.  
-- Wisler inquired if BUEA funds might be leveraged for repairing this sidewalk?  
-- Wisler and Sturbaum stated that should the project should be estimated and that the Committee can discuss the precedential nature and other funding sources later.
- 8) Maxwell – Highland to Sheridan (north side)
- 9) South Walnut Street from Hoosier Street to what was formerly named “Legends” (west side).

## **VI. ESTIMATES NOT REQUESTED**

The group discussed the following projects, but decided NOT to forward them on for estimation and further consideration.

- Union (4<sup>th</sup> to 7<sup>th</sup>) – Not a high priority per Wisler and Piedmont-Smith; better to devote funds to improving Third Street.
- Jefferson (3<sup>rd</sup> to 5<sup>th</sup>) -- Wisler and Piedmont-Smith agreed that they would rather devote funds to Third Street.
- S. Rogers in front of Zuchinni prints – Piedmont-Smith brought up this as a possible project.
  - Sturbaum inquired if Public Works was considering this stretch.
  - Wisler says he thinks this area will be considered for a possible redevelopment.Jim Regester was inquiring about the area. Wisler says that the City will likely see some large proposals that will be wide-ranging.
- 17<sup>th</sup> Street – Indiana to Forrest

## **VII. ADJOURNMENT**

The Committee adjourned at 6:32pm

**Common Council Sidewalk Committee**  
**02 December 2008, 4:30 p.m.**  
**Hooker Room (#245)**  
**Showers City Hall, 401 North Morton Street**

**MEMORANDUM**

***In attendance:***

**Committee Members:** Dave Rollo, Isabel Piedmont-Smith, Chris Sturbaum (Chair) & Brad Wisler

**Staff:** Joe Fish (Planning), Jane Fleig (Utilities), Scott Robinson (Planning), Bob Woolford (HAND), Justin Wykoff (Public Works), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).

**Public:** Rick Harbaugh

**I. MEETING OBJECTIVE**

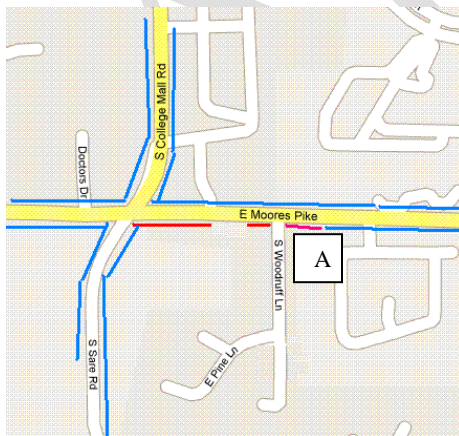
Sturbaum stated that the goal for the meeting is to hone in on projects for which the Committee will seriously consider funding.

**II. PUBLIC COMMENT**

Community member, Rick Harbaugh, spoke to the need for a sidewalk connection at Woodruff Lane and Moore's Pike. Harbaugh lives on Woodruff and has two-year old twins. There are no sidewalks in the development and no sidewalks exiting out, along E. Moores Pike and he worries about the safety of walking along Moores Pike. Harbaugh parsed his request into three distinct segments:

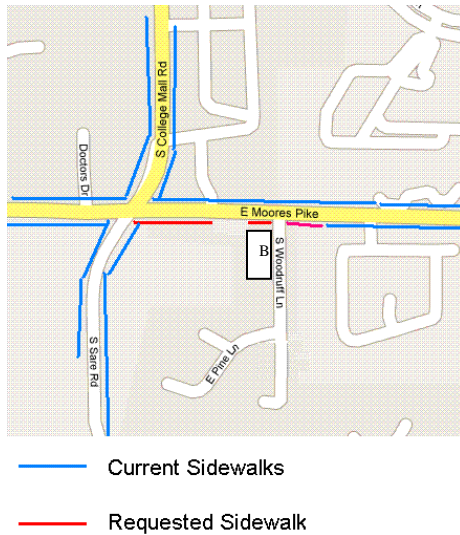
**Segment A** is located on the South Side of Moores Pike and runs from Woodruff Lane to slightly east of Woodruff and provides a missing link with a current sidewalk. Harbaugh stated that this segment will provide for crossing Moores Pike at a safer spot. Currently, residents use a muddy incline to access the sidewalk on the opposite side of the street.

Sturbaum inquired about the approximate cost of the project and Wykoff estimated the cost to be about \$22,000.



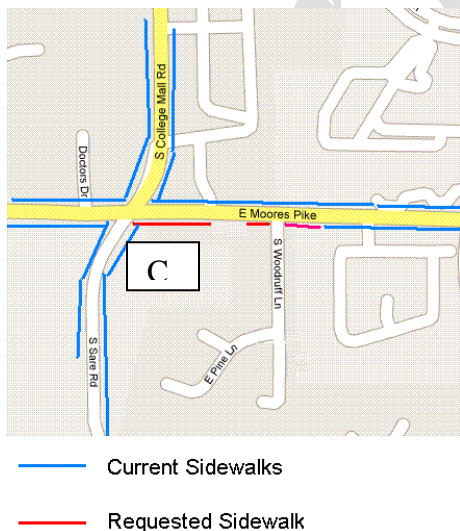
— Current Sidewalks  
— Requested Sidewalk

**Segment B** is located on the South Side of Moores Pike and runs from Woodruff Lane to slightly west of Woodruff and provides a missing link with a current sidewalk. This segment allows crossing at a safer spot at the entrance of Kerasotes East. Harbaugh points out that CBU has already completed extensive drainage work along this segment. Completing this segment would require the acquisition of some right-of-way. Harbaugh indicated that property owners may be willing to donate their land in interest of having the sidewalk built.



**Segment C** is located on the South Side of Moores Pike and runs from Woodruff Lane to further west of Woodruff and connects with the sidewalk at College Mall Road. This segment might be more problematic as the eastern edge is above street level and falls down to street level at the intersection.

Piedmont-Smith pointed out that if Segments A and B were completed, but not Segment C, we would be inviting people to cross Moore's Pike. Sturbaum echoed the concern, stating that completing just A and B may be inviting more danger.



### **Moore's Pike Project – In Sum**

- Rollo pointed out that, in addition to Woodruff residents, this project would serve the residents of Hyde Park, Bittner Woods and Shadow Creek.
- Piedmont-Smith stated that she would like a long-term plan to get people to Sare Road.
- Estimate: Moores Pike from Andrews Circle to Sare Road \$227,839.98; approximately \$68,000 of this figure accounts for right-of-way acquisition.

*\* Harbaugh made clear that having a sidewalk along this area is a big priority for people in the neighborhood with children. So much so, that neighbors have indicated a willingness to contribute resources to this project.*

### **III. ESTIMATES FOR SELECTED PROJECTS**

At the Committee's last meeting, it requested estimates for nine projects. Wykoff reported the estimates as follows:

*\* Note: Estimates account for 10% contingency*

#### **A. Third Street (Roosevelt to Clark) (north side)**

- Estimate: \$140,359.14
- Right-of-Way: \$ 49,028.00
- Stormwater: \$ 0.00

##### Notes

- Re: right-of-way -- Wykoff offered that while an appraisal is not always required, the City must still make the property owner an offer. Sturbaum inquired if the City could request that property owners donate their land in exchange for the sidewalk.
- Wykoff agreed to consult with Legal on this point.
- Rollo expressed concern with crossing from one side of the road to the other and inquired if a crosswalk could be installed. He asked Wykoff to explore the expense of a sidewalk.

#### **B. Third Street (Clark to Hillsdale) (north side)**

- Estimate: \$91,204.93
- Right-of-Way: \$12,852.00
- Stormwater: \$ 0.00

##### Notes

- This estimate assumes a tree plot; would necessitate moving a few poles supporting a turn sign (approximately \$3,500)

#### **C. Kinser – north of 17th to Blackwell Apartments (east side)**

- Estimate: \$181,968.63
- Right-of-Way: \$116,144.00
- Stormwater: \$ 0.00

##### Notes

- This project requires that the City acquire seven parcels for right-of-way.
- Most of this subject land is owner-occupied
- Again, Wykoff will inquire with City Legal re: whether the City can approach property owners requesting a donation of right-of-way.

**D. 17<sup>th</sup> (Madison to Woodburn) (south side)**

- Estimate: \$265,614.86
- Right-of-Way: \$157,080.00
- Stormwater: \$33,016.00 (\*Note: stormwater infrastructure required by this project extends beyond the Madison-Woodburn stretch)

**E1. Kinser Pike from SR45/46 to existing sidewalk to the south (west side)**

**Alternative #1 –Tree plot**

- Estimate: \$52,480.56
- Right-of-Way: \$39,438.16
- Stormwater: \$13,042.00

**E2. Kinser Pike from SR45/46 to existing sidewalk to the south (west side);**

**Alternative #2 – No tree plot & 6' walk**

- Estimate: \$54,751.14 (no tree plot, but 6' walk)
- Right-of-Way: \$ 0.00
- Stormwater: \$14,470.40

Notes

- Sherman inquired if there is a determinant variance in this area that the City could “call in?” Wykoff tracked this via GIS and determined that there are no determinant variances to “call in” here.

**F. Moores Pike (from Andrews Circle to Sare Road) (south side);**

- Estimate: \$227,839.98
- Right-of-Way: \$ 81,396.00
- Stormwater: \$ 33,677.00

**G. South Madison Street from 3<sup>rd</sup> Street to High Speed Tire (east side);**

- Estimate: \$54,230.77
- Right-of-Way: \$ 0.00
- Stormwater: \$ 18,135.60

Notes

- Currently a sidewalk on the west side.
- Whether this is a sidewalk repair or construction project is not entirely clear. Wykoff pointed out that a sidewalk exists in some places, but not others.
- Piedmont-Smith stated that this request is less a safety issue and more of an aesthetic issue. She elaborated that if aesthetic concern was a criterion, this request would rank highly.
- TIF Funds may be available for this project – Sherman will explore.
- Wisler pointed out that this is a much higher priority than Public Works' proposed use of TIF funds to upgrade existing, functional signals.
- Sturbaum pointed out that this is a high-traffic area that the proposed walk would provide key connectivity. Furthermore, the area is in deplorable condition and the owner does not have the funds to build the walk himself.

- Sturbaum would be very happy to see this project built out and built with non-ATF funds, if possible. He stated that he has been looking for funds for quite some time for this project and has been unsuccessful.
- Rollo requested a breakdown of usage of TIF funds for the next year or so.
- The Committee unanimously agreed to request TIF funds for this project.
- Wisler also pointed out that the Redevelopment Commission should really include a title or synopsis on its *Agenda* so that Councilmember and other readers have a more accurate sense of what is before the Commission.
- The Committee requested the Sherman report on the feasibility of devoting TIF funds to this project for the next meeting.

**H. Maxwell – Highland to Sheridan (north side)**

- Estimate: \$142,812.89
- Right-of-Way \$ 0.00
- Stormwater: \$47,237.05

Notes

- Two blocks from Highland to Jordan to Sheridan
- Rollo inquired if a short-term solution might be to paint a line along the road within which pedestrians may walk.

**I. South Walnut Street from Hoosier Street to “Legends” (west side).**

- Estimate: \$111,039.39
- Right-of-Way \$ 51,051.00
- Stormwater: \$ 0.00

**IV. OTHER**

- The Committee requested that Sherman provide the Committee with a table outlining project costs.
- Piedmont-Smith requested that Sherman create a column for CBU estimate and one for Committee’s recommendation.
- Sturbaum also requested a column for right of way acquisition.
- Sturbaum informed the group that if they’ve sufficient information, it would be a good goal to make allocation decisions at the next meeting.

**V. ADJOURNMENT**

The Committee adjourned at 6:35 pm

**Common Council Sidewalk Committee**  
**16 December 2008**  
**4:30 pm**  
**Hooker Room (#245)**  
**Showers City Hall, 401 North Morton Street**

**MEMORANDUM**

***In attendance:***

**Committee Members:** Dave Rollo, Isabel Piedmont-Smith & Chris Sturbaum (Chair)  
**Staff:** Steve Cotter (Parks & Recreation), Jane Fleig (Utilities), Scott Robinson (Planning), Justin Wykoff (Public Works), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).  
**Public:** Kevin Kehoe & Ron Evans

**I. Meeting Goal**

Sturbaum stated that the goal of this meeting is to review estimates and make funding decisions.

**II. Funds Available**

The Committee has \$225,000 for sidewalk projects (Note: \$20,000 of this amount is due to the ATF fund because of an accidental misappropriation. The Committee has \$151,186.22 in CBU funds to devote to stormwater.

**III. Conflicts of Interest**

Sherman requested that any Committee or staff member disclose any possible conflicts of interest with sidewalk projects under consideration.

- Sherman stated that he lives on Nancy Street and that a project tabled by the Committee last year (Ruby Street from Nancy to High) would have benefitted him.
- Rollo stated that the Marilyn Drive (Nancy to High) project is about fifty feet from his house. However, Rollo stated that he can act in a fair, objectively and in the public interest.

**IV. 2008 Sidewalk Committee Projects**

**A. Marilyn Drive (Nancy to High)**

- Wykoff pointed out that the Committee may request a reappropriation of \$98,000 in INDOT re-imbursements to honor the Greenways commitment to this project.
- Robinson re-emphasized that the INDOT-reimbursed funds could be used as part of a future appropriation. While this is a promising source of funds, it will require further discussion among/between relevant parties. The Committee should not assume that the INDOT funding is a “done deal” because a significant amount of additional funding would be needed regardless of an appropriation. Robinson expressed hope that the Committee continues the spirit of cost sharing and allocates ATF funds to pay for a good portion of the total estimated construction costs.

- The Committee indicated near-consensus to complete the Marilyn project. Most of CBU stormwater funds will go to this project. Piedmont-Smith stated that there are other projects that are higher safety priorities.
- Rollo inquired if the sidewalk project can be completed independent of the stormwater work or if they have to be completed concurrently. Wykoff responded that they must be constructed simultaneously.
- Rollo inquired of Robinson if Marilyn was still considered a greenway. Robinson responded that it is, but that it is a low priority.
- Piedmont-Smith asked how long the completed design for this project would be “good.” Wykoff responded that the design should have a pretty long shelf life and will likely not change over the next year or so. Wykoff further offered that, most usually, it does not make sense to design a big stretch of sidewalk if the whole stretch will not be funded in the near future. Instead, it makes more sense to design such projects in segments.
- Rollo inquired if this project was a priority for CBU or if it could wait another year. Fleig responded that this project is a high priority for neighbors, but it could probably wait another year.
- Resident Kevin Kehoe stated that he lives on Marilyn and understands that this is the last leg, but emphasized that the drainage on this street is extremely poor. A good bit of water flows through backyards *en route* to the street. Kehoe attended the Bicycle and Pedestrian Commission meeting last night and echoed the Commission’s call for this project to be “done right” the first time. The neighborhood requests a good sidewalk with good drainage.
- Stormwater estimate for this project: \$91,564

**B. South Henderson (Moody to Thornton)**

- Recall that the design for the project north of Hillside was being funded *via* Greenways as part of the *Safe Routes to School* program. However, the project was accidentally paid for from the Sidewalk Committee’s Alternative Transportation Fund (ATF) instead of the Greenways Fund. Wykoff reassured the group that the ATF will recoup the money owed it.
- Robinson asserted that the \$20,000 payback is specific to this former Sidewalk Committee project only. These misapplied funds cannot be used for any other projects on the Sidewalk Committee list. This was a simple accounting mistake and we should not treat this money as extra money. He stated that the Public Works Greenways Fund owes this money to S. Henderson.

## V. New Projects

- A. **East Third Street** (Two segments: Roosevelt to Clark & Clark to Hillsdale) – Wykoff communicated that this project will be brought forward as a Greenways project.
- Rollo stated that if Greenways assumes this project, it makes sense to construct a sidewalk and not a sidepath.
  - Rollo advised that so long as this project is under Greenways consideration, the Committee should put this project on the back burner.
  - Piedmont-Smith inquired of the membership of the Greenways Committee. Robinson responded that the Committee is composed of staff. However, the *Bicycle, Pedestrian and Greenways Plan* provides funding guidance to the group. Public input figured heavily into the drafting of the *Plan* and the Third Street project ranks highly in the *Plan*.
- B. **Kinser Pike (17<sup>th</sup> to Blackwell)**  
This calls for the acquisition of right-of-way from approximately seven or eight parcels. As INDOT's *Right of Way Acquisition Procedure Manual for Local Public Agencies* advises against making a *quid pro quo* offer in exchange for the right-of-way, and since this project would consume the majority of ATF funds, Sturbaum recommended that the Committee focus on funding other projects this year.
- C. **Kinser Pike (Marathon Station to 45/46 by-pass)**
- The group discussed that many community members walk up Kinser from Hoosier Courts and the many other multi-family housing units in the region to the grocery store and other destinations.
  - Sturbaum and Piedmont-Smith stated a preference for a sidewalk with a tree plot.
- D. **Moore's Pike (Woodruff to Existing Sidewalk, aka, "Stretch A")**
- Rollo stated that he consulted with the neighbors in this area and they do not have a preference which of the three stretches advocated for by resident Rick Harbaugh is completed first.
  - Sturbaum pointed out that completing the eastern-most link from Woodruff to the existing sidewalk, "Segment A," makes the most sense because it both provides connectivity and is affordable. Wykoff confirmed that this stretch would not call for any stormwater work.
- E. **South Madison (3<sup>rd</sup> to Prospect/High-Speed Tire re-cap)**
- Wykoff stated that TIF monies have been largely committed to the B-Line and are not available for this project. However, the administration did commit \$6,000 to help cover the cost of the materials. Engineering will design the project in-house, so there will not be a design fee.
  - Sherman pointed out that funding this project establishes a precedent. While the Committee has funded sidewalks in commercial areas in the past, it has not funded a project in the downtown area.

**F. Maxwell Lane (Highland to Sheridan; tree plot)**

- Rollo pointed out that completing this stretch creates a continuous walk along Maxwell and inquired if it might be possible to paint a line alongside the road in which people would have a designated space to walk? Wykoff responded that he will explore the idea.
- Piedmont-Smith cautioned that painting such a strip might be dangerous as it may encourage people to walk where they otherwise might not.
- Cotter offered that bollards might be also used to demark a pedestrian way.
- Robinson stated that this area is designated for a bike route on the *Bicycle, Pedestrian and Greenways Plan*.
- Sturbaum suggested that curbing may also work here as an interim fix.
- Rollo requested Wykoff explore what – if anything – would be a safe interim measure. Perhaps this need could be put before another committee or board.

**G. Walnut (Hoosier to Legends)**

- Wykoff pointed out that this request also emerged a few years ago.
- There is approximately \$51,000 worth of right-of-way to be acquired.
- Piedmont-Smith pointed out that she believes that there may be plans for affordable housing in this area; this will occasion more pedestrian traffic.

**VI. Proposal for Funding**

Sturbaum relayed that he met with Wykoff a few days prior and following the consultation, suggests funding 2009 Sidewalk Committee projects in the following manner:

	ATF	CBU STORM
Marilyn (Nancy to High)		\$91,564.00
Henderson (Moody to Thornton)	\$71,877.77	\$27,441.40
Kinser Pike (Marathon Stn. to 45/46)	\$40,000.00	\$14,470.40
Moore's Pike (Segment A – Woodruff to existing walk)	\$22,758.00	
S. Madison (3 <sup>rd</sup> to Prospect)	<u>\$20,989.00</u>	<u>\$16,784.00</u>
<b>TOTAL</b>	<b>\$155,905.51</b>	<b>\$150,259.80</b>
<b>Remaining</b>	<b>\$ 69,094.49</b>	<b>\$ 926.42</b>

Piedmont-Smith suggested that before the Committee makes a decision, all Committee members should first review the working spreadsheet of priorities and make funding recommendations. These recommendations could then be shared before final funding decisions are made.

**VII. Other**

Rollo pointed out that Jim Rosenbarger of the Bicycle and Pedestrian Commission advised Rollo that the Commission will be submitting a letter to the Council Sidewalk Committee calling for 1) the unconditional placement of tree plots when constructing a sidewalk and 2) that the Sidewalk Committee give greatest priority to safety and need when making its funding decisions.

**VIII. Next Meeting**

The Committee agreed to arrange for its next meeting *via* e-mail.

**IX. Adjournment**

The Committee adjourned at 6:26 pm

**Common Council Sidewalk Committee**  
**30 December 2008**  
**1:00 pm**  
**McCloskey Room (#135)**  
**Showers City Hall, 401 North Morton Street**

**MEMORANDUM**

***In attendance:***

Committee Members: Dave Rollo, Isabel Piedmont-Smith, Chris Sturbaum (Chair) & Brad Wisler

Staff: Steve Cotter (Parks & Recreation), Joe Fish (Planning), Justin Wykoff (Public Works), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).

**I. Recommended Allocations – 2009 Alternative Transportation Fund (ATF) & Utilities’ Stormwater Sidewalk Set-aside.**

**A. Proposed Allocation**

Sturbaum moved that the 2009 ATF funds be allocated in the following manner:

	<b>ATF</b>	<b>CBU STORM</b>	<b>OTHER</b>
Marilyn (Nancy to High)		\$91,564.00	\$98,373.43 (recommended INDOT reimbursed funds)
Henderson (Moody to Thornton)	\$71,877.77	\$27,441.40	
Kinser Pike (Marathon Stn. to 45/46)	\$40,280.74	\$14,470.40	
Moores Pike (Segment A – Woodruff to existing walk)	\$22,758.00		
S. Madison (3 <sup>rd</sup> to Prospect)	<u>\$26,989.00</u>	<u>\$16,784.00</u>	\$6,000 (Public Works funds for concrete)
<b>TOTAL</b>	<b>\$161,905.51</b>	<b>\$150,259.80</b>	
<b>Remaining</b>	<b>\$ 63,094.49</b>	<b>\$ 926.42</b>	

**B. Discussion**

- Rollo mentioned that he agreed with the allocations and with keeping some reserve in the event one of the projects exceeds the estimated cost.
- Piedmont-Smith proposed that the Committee devote some of the remaining funds to the Third Street project (Roosevelt to Clark and Clark to Hillsdale).
- Wykoff stated that the Greenways committee is definitely interested in seeing the Third Street project completed. They first need a professional surveyor to survey the land. The survey would cost about \$25,000.
- Fish pointed out that the surveying will be paid for *via* Greenways; so far, no funds have been dedicated to right-of-way acquisition.
- Piedmont-Smith said that she recognized the wisdom of providing for overages.
- Rollo inquired of Wykoff how much should be reserved for possible overages.

- Wykoff responded that 5% of what the Committee is spending should be prudent. (\$3,154.73)
- Rollo, Piedmont-Smith and Wisler stated that they would like to designate a certain amount to the Third Street project.
- Rollo asked Cotter his opinion of the proposal. Cotter responded that he was not sure of Greenways' priorities for the next year, but agreed that the Third Street project is a worthy one.
- Fish pointed out that there is a lot of momentum and support behind this project. The neighbors and other stakeholders largely support the project.
- The Committee agreed that if the funds remaining from the above allocation are not needed to complete the above projects, up to \$50,000 of any remaining balance shall be dedicated to right-of-way acquisition for the Third Street project. (Any funds remaining in the ATF after the \$50,000 allocation carry over into the ATF the next year.)
- Sherman reminded the group that the group is a Committee of the Council. While the Committee makes a funding recommendation to the Council, it is the Council that decides on the allocation of ATF funds when approving the *Sidewalk Report*.
- The Committee proposed making 2010 recommendations to next year's Committee.
  - Wisler said that Kinser Pike (17<sup>th</sup> Street to the Blackwell Development) should be a priority for 2010 funds.
  - Sturbaum mentioned that he would like to see 17<sup>th</sup> Street as a priority for next year's Committee.
  - Sturbaum stated that he sees Maxwell Lane (Highland to Sheridan) as the next needed link.
  - Sturbaum pointed out that while this year's Committee will forward these recommendations to next year's group, the 2010 Committee has discretion to *not* follow the suggestions.
  - The group agreed that it might be helpful to review the running list of proposed projects and provide an ordinal rank to each project in the interest of providing guidance to next year's Committee.

### C. Final Recommendation

The Committee agreed to disburse the funds as follows:

	ATF	CBU STORM	OTHER
Marilyn (Nancy to High)		\$91,564.00	\$98,373.43 (recommended INDOT reimbursed funds)
Henderson (Moody to Thornton)	\$71,877.77	\$27,441.40	
Kinser Pike (Marathon Stn. to 45/46)	\$40,280.74	\$14,470.40	
Moore's Pike (Segment A – Woodruff to existing walk)	\$22,758.00		
S. Madison (3 <sup>rd</sup> to Prospect)	\$26,989.00	\$16,784.00	\$6,000 (Public Third Works funds for concrete)
3 <sup>rd</sup> Street (Roosevelt to Clark & Clark to Hillsdale)	<u>\$50,000.00*</u>	<u>                    </u>	
<b>TOTAL</b>	<b>\$211,905.51</b>	<b>\$150,259.80</b>	
<b>Remaining</b>	<b>\$ 13,394.49</b>	<b>\$ 926.42</b>	

\* Up to this amount shall be devoted to right-of-way acquisition for this project if not needed to complete any of the first five enumerated projects.

## **II. Approval of Sidewalk Memoranda -- 13 October 2008; 27 October 2008; 17 November 2008 and 02 December 2008**

The Committee and staff had previously been sent draft minutes of the first four meetings *via* e-mail. Sherman asked if the Committee had any changes.

- Piedmont-Smith offered the following:
  - 13 October 2008 Meeting
    - The traffic-calming project mentioned under #2, should read *Maxwell Street*, not Maxwell Lane.
  - 17 November 2008 Meeting
    - Notes should reflect that Jane Fleig was in attendance
    - “Southdowns” is one word, not two
    - The leg to be completed on Southdowns is not a sidepath, rather a “pedestrian way”
    - Change “Forrester” to “Forrest”

Staff will make the above changes and send amended notes, along with draft minutes from meetings on 16 and 30 December 2008 to the Committee. Once sent, the Committee will have five days to comment on any further changes to both staff and the Chair. Once comments are submitted, the Chair has the authority to approve the *Memoranda*.

## **III. 2009 Sidewalk Report**

The Committee authorized Sherman to submit the 2009 *Sidewalk Report* to the Council by Wednesday, 21 January 2009. Sherman reminded the group that he needs a majority of the Committee to sign off on the *Report* before it is submitted.

## **IV. Debriefing Meeting**

Sherman suggested that the group meet again to review the Sidewalk Committee allocation process and to think through ways to improve the program. Rollo suggested that the Committee meet for this meeting sometime after the Council has had time to read the Report and offer their suggestions.

## **V. Adjourn**

The Committee adjourned at 2:03pm

---